



2020 Ford Super Duty® Chassis Cab

NEXT LEVEL PERFORMANCE

The 2020 Super Duty Chassis Cab models continue the Built Ford Tough heritage of raising the bar with next-level capability, power and technology. New and updated engines, an all-new heavy-duty 10-speed automatic transmission and available driver-assist technologies¹ make the upgraded F-350/F-450/F-550 and the new F-600 Super Duty Chassis Cabs smarter and more capable than ever. They continue to handle hard-line towing jobs and aggressive payloads and are designed to conquer even the most challenging jobs.

¹Driver-assist features are supplemental and do not replace the driver's attention, judgment and the need to control the vehicle.



F-450 XL Crew Cab 4x4

ALL-NEW, STANDARD, HEAVY-DUTY TORQSHIFT 10-SPEED AUTOMATIC TRANSMISSION FEATURES

Selectable Drive Modes (Normal, Tow/Haul, Eco and Deep Sand/Snow)

SelectShift® capability and Progressive Range Select

Live-Drive power takeoff (PTO) provision with mobile mode and up to 300 lb.-ft. of torque – standard on diesel models

CNG/Propane Gaseous Engine Prep Package is available for 6.2L V8 and 7.3L V8 engines. Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits. (Delayed Availability)

For more information on any of these Ford trucks, see your Ford Dealer or visit www.ford.com.

Frontal Area Considerations

	Frontal Area Limitations/ Considerations	With
F-350/F-450/F-550/F-600 Super Duty	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart above shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

Required Equipment

Includes items that must be installed.* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

For 37,000/40,000-pound GCWR on F-550; 35,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

*Check with your dealer for additional requirements, restrictions and limited warranty details.

Trailer Towing Package

Model (Option Code)	F-350/F-450/F-550 Super Duty Chassis Cab (531) ²	F-450/F-550 Super Duty Chassis Cab (535)
Trailer Brake Wiring/Feed Kit	X	X ³
Upgraded Rear Axle	-	X
Increased GCW (6.7L)	-	X

²XL model only. ³Not included if Trailer Brake Controller is ordered.

Notes: • Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
• Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

Rear Axle Ratio Codes

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty	3.73	37	Not Available	3E
	4.10	41	4N/4W ⁴	Not Available
	4.30	Not Available	4L/4X ⁵	4M
	4.88	48	8L	Not Available

⁴Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.

⁵Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.



2020 Ford Super Duty® Chassis Cab



F-350 SuperCab

F-350 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS				SUPERCAB CHASSIS				CREW CAB CHASSIS					
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW 145" WB	F-350 4x4 SRW 145" WB	F-350 4x2 DRW 145" WB	F-350 4x2 DRW 169" WB	F-350 4x4 DRW 145" WB	F-350 4x4 DRW 169" WB	F-350 4x2 SRW 168" WB	F-350 4x4 SRW 168" WB	F-350 4x2 DRW 168" WB	F-350 4x4 DRW 168" WB	F-350 4x2 SRW 179" WB	F-350 4x4 SRW 179" WB	F-350 4x2 DRW 179" WB	F-350 4x4 DRW 179" WB
6.2L SOHC V8	3.73	19,500	13,200/ 13,100 ² / 13,000 ²	12,700/ 12,500 ²	-	-	-	-	12,900/ 12,800 ² / 12,700 ²	12,400/ 12,200 ²	-	-	12,600/ 12,400 ²	12,200/ 12,100 ² / 12,000 ²	-	-
		20,000	-	-	13,000	12,800	12,600	12,400	-	-	12,700	12,300	-	-	12,500	12,100
		4.30	23,000	13,500	13,500	-	-	-	-	13,500	13,500	-	-	13,500	13,500	-
		23,500	-	-	16,500	16,300	16,100	15,900	-	-	16,200	15,800	-	-	16,000	15,600
6.7L V8 Diesel	3.73	30,000	13,500	13,500	-	-	-	-	13,500	13,500	-	-	13,500	13,500	-	-
		31,500	-	-	17,500	17,500	17,500	17,500	-	-	17,500	17,500	-	-	17,500	17,500
		4.10	32,500	-	-	17,500	17,500	17,500	17,500	-	-	17,500	17,500	-	-	17,500
7.3L V8	3.73	22,500	-	-	15,500	15,300	15,100	14,900	-	-	15,200	14,800	-	-	15,000	14,600
		4.30	26,000	13,500	13,500	17,500	17,500	17,500	17,500	13,500	13,500	17,500	17,500	13,500	13,500	17,500

5TH-WHEEL/GOOSENECK TOWING

6.2L SOHC V8	3.73	19,500	13,100/ 12,900 ²	12,700/ 12,600 ² / 12,500 ²	-	-	-	-	12,800/ 12,600 ²	12,400/ 12,300 ² / 12,200 ²	-	-	12,600/ 12,500 ² / 12,400 ²	12,200/ 12,100 ² / 12,000 ²	-	-
		20,000	-	-	13,000	12,800	12,600	12,400	-	-	12,600	12,200	-	-	12,500	12,100
		4.30	23,000	16,600/ 16,400 ²	16,200/ 16,100 ² / 16,000 ²	-	-	-	-	16,300/ 16,100 ²	15,900/ 15,800 ² / 15,700 ²	-	-	16,100/ 16,000 ² / 15,900 ²	15,700/ 15,600 ² / 15,500 ²	-
		23,500	-	-	16,500	16,300	16,100	15,900	-	-	16,100	15,700	-	-	16,000	15,600
6.7L V8 Diesel	3.73	30,000	22,700 ² / 19,000 ² / 18,000 ²	22,200 ² / 16,100 ² / 15,100 ²	-	-	-	-	22,300 ² / 16,700 ² / 15,700 ²	21,900 ² / 13,800 ² / 12,800 ²	-	-	22,100 ² / 15,100 ² / 14,100 ²	21,300 ² / 12,300 ² / 11,300 ²	-	-
		31,500	-	-	23,700	23,500	23,300	23,100	-	-	23,400	23,000	-	-	23,200	22,800
		4.10	32,500	-	-	24,700	24,500	24,300	24,100	-	-	24,400	24,000	-	-	24,200
7.3L V8	3.73	22,500	-	-	15,500	15,300	15,100	14,900	-	-	15,100	14,700	-	-	15,000	14,600
		4.30	26,000	19,600/ 19,400 ²	19,200/ 19,100 ² / 19,000 ²	19,000	18,800	18,600	18,400	19,300/ 19,100 ²	18,800 ² / 18,700 ² / 18,100 ²	18,600	18,200	19,100/ 19,000 ² / 18,900 ²	18,500 ² / 17,600 ² / 16,600 ²	18,500

¹Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. ²18" Tires. ³Optional 10,000-lb. GVWR Package (68D).

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



2020 Ford Super Duty® Chassis Cab



F-450 Regular Cab

F-450 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
			F-450 4x2 DRW 145" WB	F-450 4x2 DRW 169" WB	F-450 4x2 DRW 193" WB	F-450 4x2 DRW 205" WB	F-450 4x4 DRW 145" WB	F-450 4x4 DRW 169" WB	F-450 4x4 DRW 193" WB	F-450 4x4 DRW 205" WB	F-450 4x2 DRW 168" WB	F-450 4x2 DRW 192" WB	F-450 4x4 DRW 168" WB	F-450 4x4 DRW 192" WB	F-450 4x2 DRW 179" WB	F-450 4x2 DRW 203" WB	F-450 4x4 DRW 179" WB	F-450 4x4 DRW 203" WB
7.3L V8	4.88	28,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
6.7L V8	4.10	32,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
Diesel	4.30	35,000 ²	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
Diesel	4.30	35,000 ²	26,600	26,400	26,100	25,900	26,300	26,100	25,800	25,600	26,300	26,000	26,000	25,600	26,200	25,900	25,900	25,600

¹Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. ²Available with High-Capacity Trailer Tow Package (535) only.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



2020 Ford Super Duty® Chassis Cab



F-550 Regular Cab

F-550 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS				
Engine	Axle Ratio	GCWR (lbs.)	F-550 4x2 DRW 145" WB	F-550 4x2 DRW 169" WB	F-550 4x2 DRW 193" WB	F-550 4x2 DRW 205" WB	F-550 4x4 DRW 145" WB	F-550 4x4 DRW 169" WB	F-550 4x4 DRW 193" WB	F-550 4x4 DRW 205" WB	F-550 4x2 DRW 168" WB	F-550 4x2 DRW 192" WB	F-550 4x4 DRW 168" WB	F-550 4x4 DRW 192" WB	F-550 4x2 DRW 179" WB	F-550 4x2 DRW 203" WB	F-550 4x4 DRW 179" WB	F-550 4x4 DRW 203" WB	
7.3L V8	4.88	28,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8 Diesel	4.10	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	37,000 ²	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.88	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		40,000 ²	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
Diesel	4.30	37,000 ²	28,600	28,400	28,100	27,900	28,300	28,100	27,800	27,600	28,300	28,000	28,000	27,600	28,200	27,900	27,900	27,600
	4.88	32,500	24,100	23,900	23,500	23,400	23,800	23,500	23,200	23,100	23,800	23,400	23,400	23,100	23,600	23,300	23,300	23,000
		40,000 ²	31,600	31,400	31,000	30,900	31,300	31,000	30,700	30,600	31,300	30,900	30,900	30,600	31,100	30,800	30,800	30,500

¹Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. ²Available with High-Capacity Trailer Tow Package (535) only.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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2020 Ford Super Duty® Chassis Cab



F-600 Regular Cab

F-600 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS								
Engine	Axle Ratio	GCWR (lbs.)	F-600 4x2 DRW 145" WB	F-600 4x2 DRW 169" WB	F-600 4x2 DRW 193" WB	F-600 4x2 DRW 205" WB	F-600 4x4 DRW 145" WB	F-600 4x4 DRW 169" WB	F-600 4x4 DRW 193" WB	F-600 4x4 DRW 205" WB	
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	30,000	22,200	22,000	21,700	21,500	21,900	21,700	21,400	21,200
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Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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TOWING BASICS

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

For the latest RV & Trailer Towing information, check out www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com

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Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

Cargo and Weight Distribution

For optimum handling and braking, the load must be properly distributed

Keep center of gravity low for best handling

Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)

Load should be balanced from side-to-side to optimize handling and tire wear

Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

Before Starting

Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

Back up slowly, with someone spotting near the rear of the trailer to guide you

Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go

Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

Turning

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR

If your tow vehicle is an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway

Towing On Hills

Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills

With TorqShift® transmission, select tow/haul mode to automatically

eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

Apply the foot service brakes and hold

Have another person place the wheel chocks under the trailer wheels on the downgrade side

Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

Starting Out Parked On A Grade

Apply the foot service brake and hold

Start the engine with transmission in park (automatic) or neutral (manual)

Shift the transmission into gear and release the parking brake

Release the brake pedal and move the vehicle uphill to free the chocks

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in

Signal and make your pass on level terrain with plenty of clearance

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle owner's manual)

If excessive shifting does not occur, use overdrive to help enhance performance

Overdrive may also be locked out to obtain engine braking on downgrades

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control

Overinflated tires may wear unevenly and compromise traction and stopping capability

Tires should be checked often for conformance to recommended cold inflation pressures

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires **should not** be used; always replace the spare tire with a new road tire as soon as possible).

On The Road

After about 50 miles, stop in a protected location and double-check:

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum powertrain needed to achieve an acceptable towing performance for the listed GCW of tow vehicle and trailer

Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a vehicle with a higher rating

Towing performance is maximized with a low-drag, rounded front design trailer

Selecting a Trim Series

Your specific vehicle's tow capability could be reduced based on weight of selected trim series and option content.

Note: For additional trailering information pertaining to your vehicle, refer to the vehicle owner's manual.